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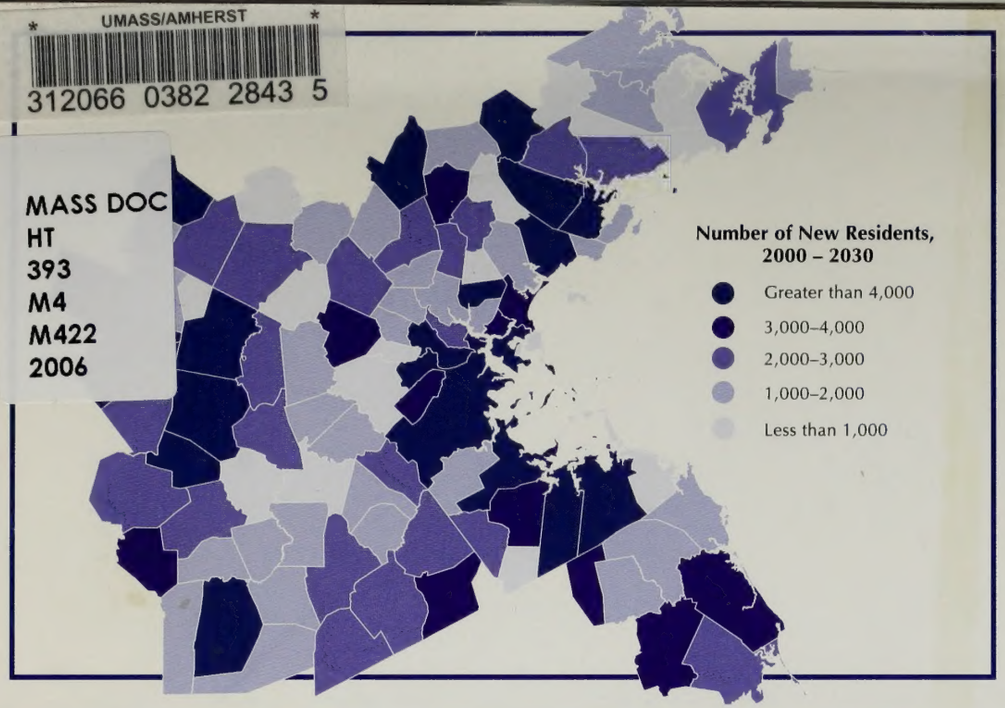
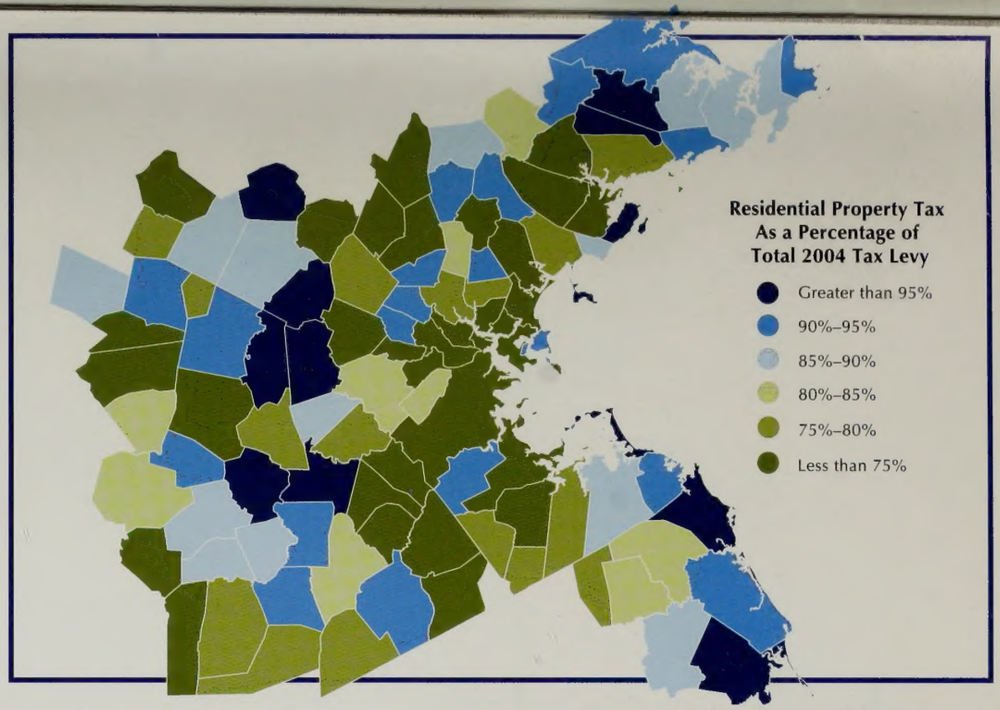
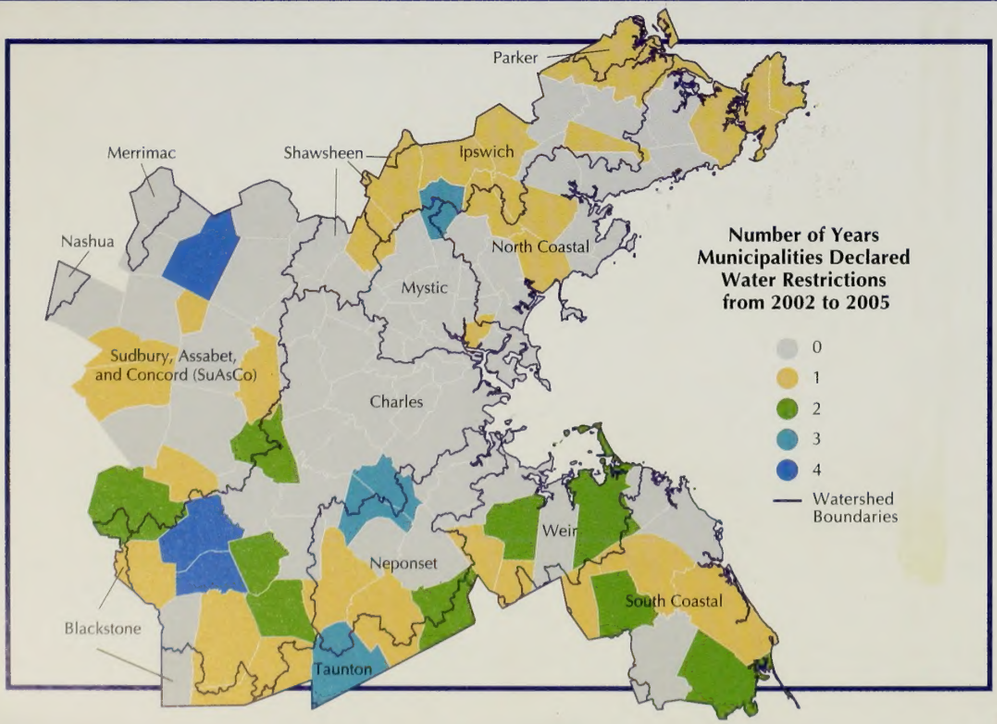
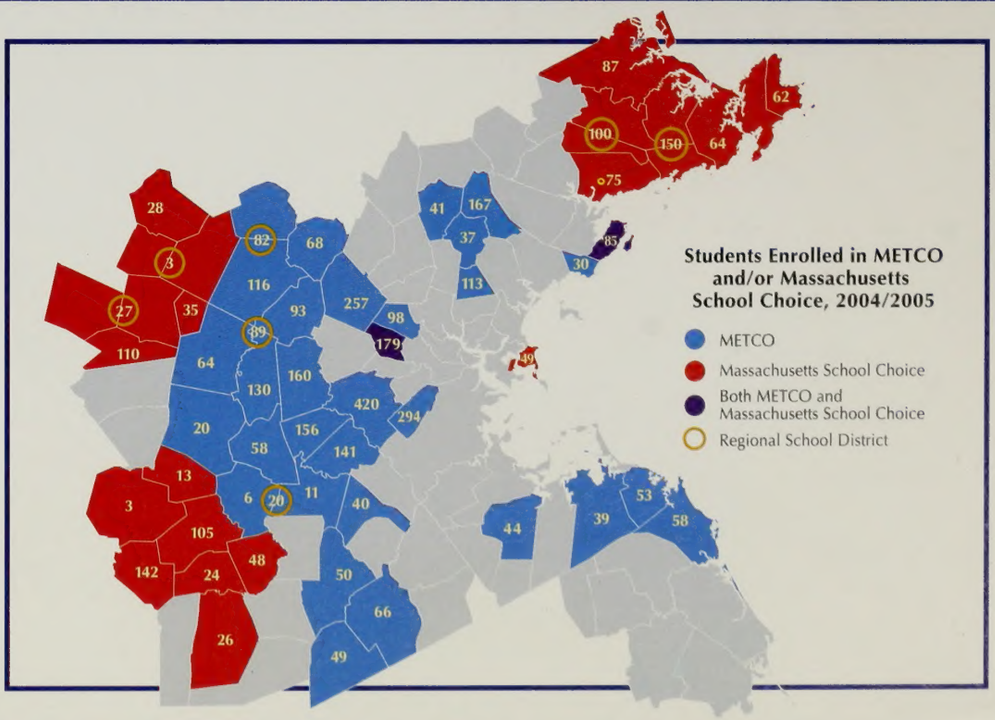




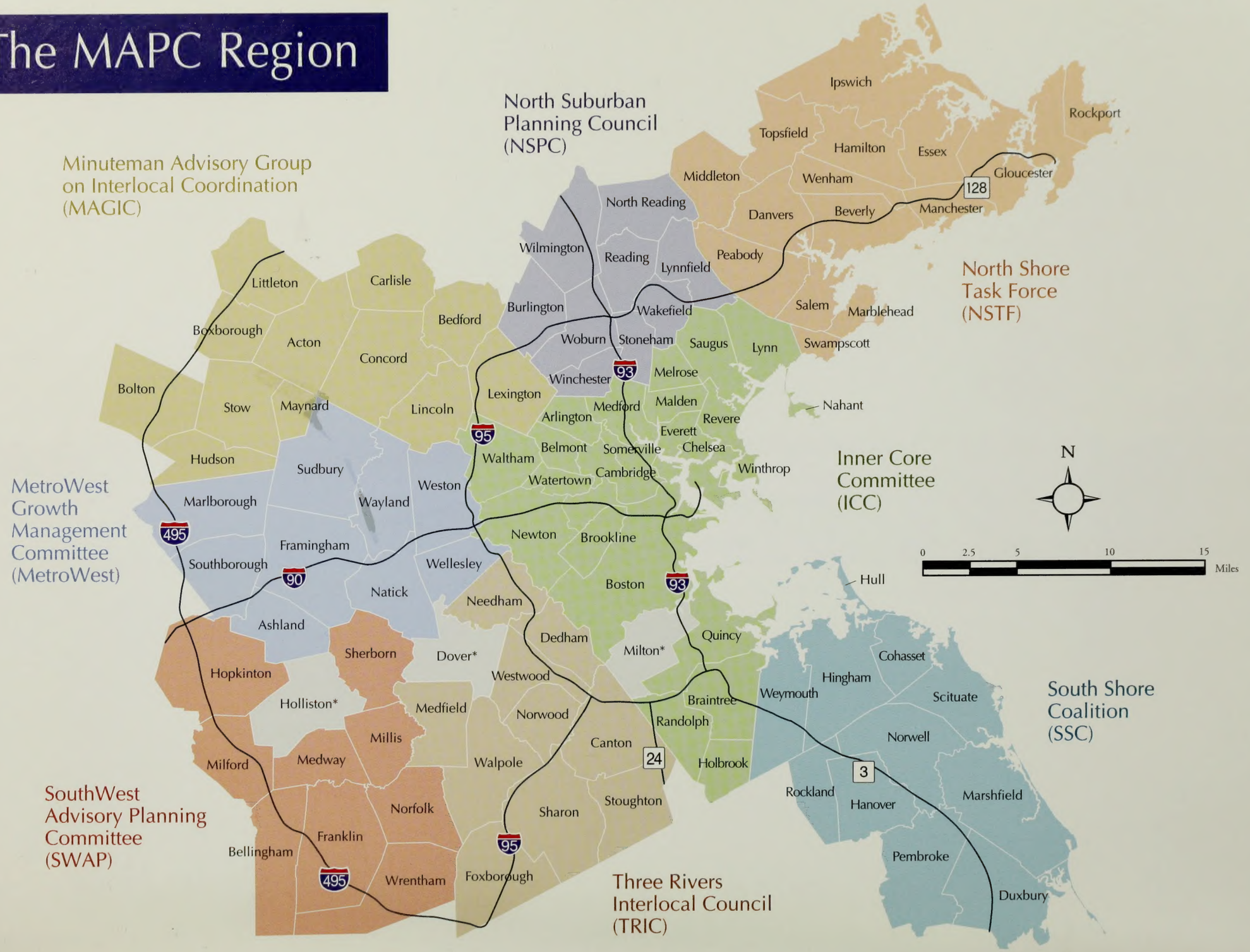
Metropolitan Perspectives 2006

Metropolitan Area Planning Council Calendar and Annual Report




Students Enrolled in METCO and/or Massachusetts School Choice, 2004/2005
METCO
Massachusetts School Choice
Both METCO and Massachusetts School Choice
Regional School District

The MAPC Region



* Communities in more than one subregion: Holliston is in MetroWest and SWAP; Dover is in TRIC and SWAP; and Milton is in the Inner Core and TRIC.

Contents

Page Two	Letter from MAPC Leadership
Page Two	About MAPC
Page Three	Financial Statement
January	Population Density
February	Job Density
March	North Shore Wind Resources
April	Education Spending
May	Participation in METCO and Massachusetts School Choice
June	Access to Biking and Walking Trails
July	Summer Restrictions on Outdoor Water Use
August	Residential Property Tax
September	Elementary School Walkability
October	Most Common Origin of Foreign-Born Residents
November	Projected Population Growth
December	Projected Employment Growth
Page Twenty-Eight	MAPC Program Highlights

From the MAPC Leadership

Dear Friend:

Communities increasingly face challenges they cannot overcome alone. Tight budgets, strained natural resources, public safety concerns, devastating storms and other events cause many local officials to look beyond their borders to partner with neighbors for cost savings, improved quality of services, and mutual preparedness. The Metropolitan Area Planning Council (MAPC) is a regional convener of collaborations that yield exciting and innovative solutions.

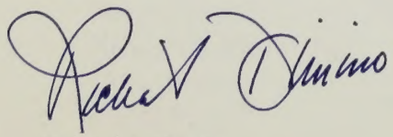
We are pleased to issue *Metropolitan Perspectives 2006*, MAPC's calendar and annual report. Many of the programs described in this report, and several of the monthly maps, portray inter-local cooperation in the Metro Boston region.

For example, in windy March, the map depicts a 10-town collaboration that studied how to harness wind power to blunt the rising cost of energy. The May map portrays the limited ways in which students can attend public schools beyond their own municipalities. In June, when thoughts turn from school to play, readers will see the region's planned bike and walking trails – most of which cross municipal lines, requiring cooperative planning and construction. By July, as temperatures reach into the 90's, a growing number of towns must implement water restrictions, reminding us how important it is to protect the aquifers that meander beneath all of our communities, paying no attention at all to municipal boundaries.

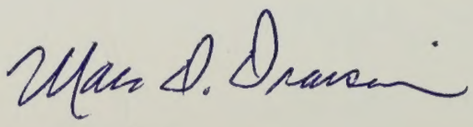
Several maps portray initial findings from the *MetroFuture* project, MAPC's initiative to plan for the region of 2030. The November and December maps illustrate where our region's population and employment are projected to grow in the next 25 years. We are integrating our findings into a picture of the region's likely future if current development trends persist. During 2006, we invite all of you to attend workshops where we will discuss how to change current trends, so the future of our region may more closely mirror the goals and visions we share.

We wish you all a year of peace and good fortune!

Sincerely,



Richard A. Dimino
President, MAPC
President & CEO,
Artery Business Committee



Marc D. Draisen
Executive Director, MAPC

About MAPC

For the past 42 years, the Metropolitan Area Planning Council (MAPC) has offered comprehensive planning services and technical assistance throughout the metropolitan Boston area. MAPC promotes inter-local cooperation and advocates for sustainable growth through a variety of activities, including its work with cities and towns, state and federal agencies, non-profit institutions, and community-based organizations. MAPC also provides leadership on emerging issues of regional significance by conducting research, building coalitions, and acting as a regional forum for action.

MAPC provides technical assistance and specialized services in land use planning, water resources management, transportation, housing, environmental protection, economic development, geographic information systems (GIS), collective purchasing, data analysis and research, legislative and regulatory policy, and the facilitation and support of inter-local partnerships. More information about MAPC's services and ongoing activities is available at www.mapc.org.

MAPC is governed by 101 municipal government appointees, 21 gubernatorial appointees, and 13 appointees of state and City of Boston agencies. An Executive Committee comprising 25 elected members oversees agency operations. The agency employs approximately 40 professional staff under the leadership of an executive director. Funding for MAPC activities is derived from state, federal, and private grants and contracts and a per-capita assessment on member municipalities. To better serve its 101 communities, MAPC has divided the region into eight subregions (map shown on the inside cover). Each subregion is overseen by a council of local leaders and stakeholders. A staff coordinator provides organizational and technical staff support.

MAPC recently adopted a Strategic Plan to guide the agency through the year 2010. Its four goals center on developing a comprehensive regional plan, known as *MetroFuture: Making a Greater Boston Region*; providing technical assistance on issues of regional concern, rooted in and driven by MAPC's Smart Growth Principles; encouraging inter-local and common-purpose collaborations; and engaging our Council members and maintaining a clear organizational identity through effective communication, productive partnerships, and accessible professional services.

Please see page 28 of Metropolitan Perspectives 2006 *for more information about MAPC's programs.*

Financial Statement

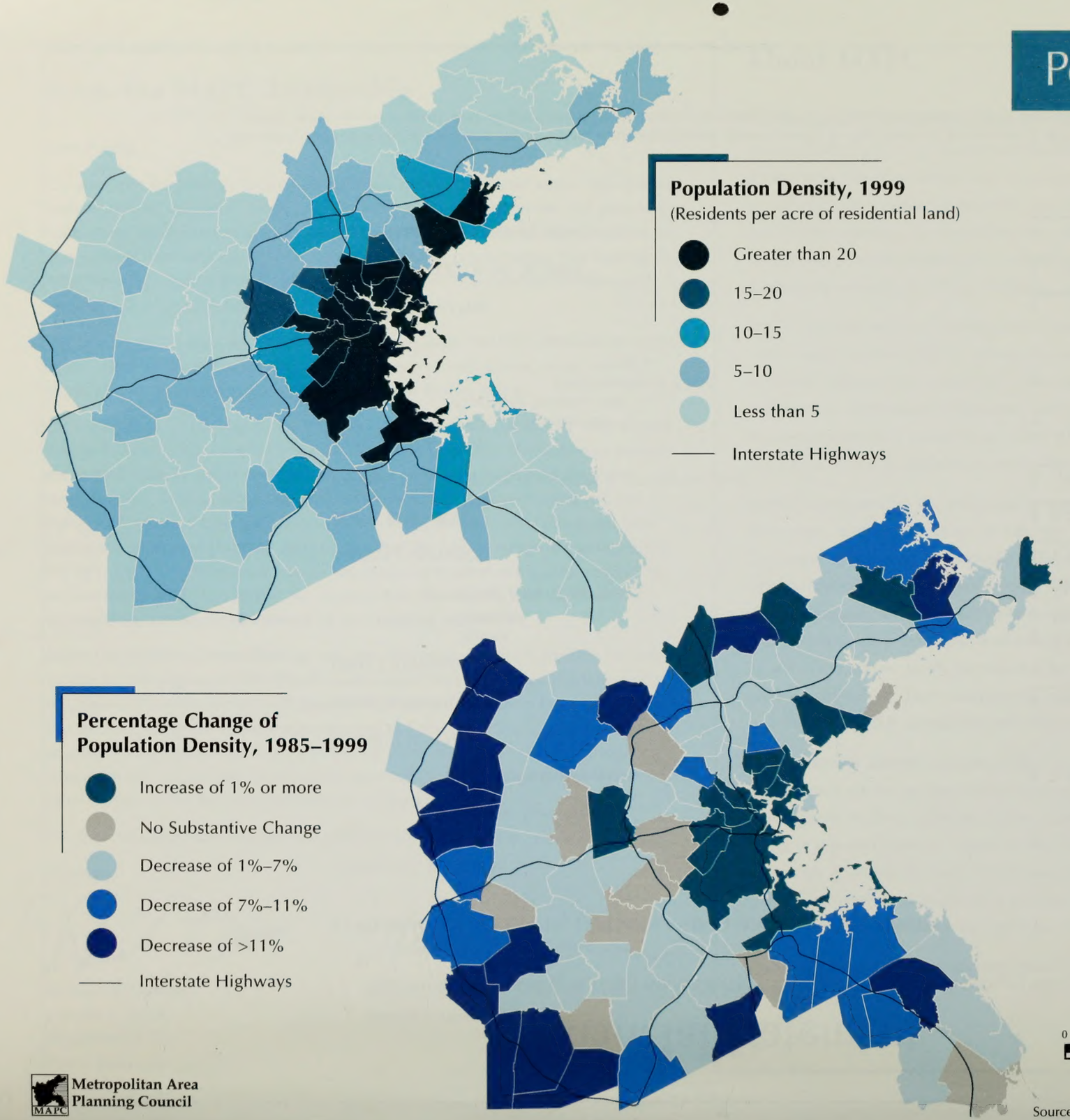
STATEMENT OF CHANGES IN FUND BALANCE FOR THE YEAR ENDED JUNE 30, 2004, AUDITED

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS

OPERATING REVENUES	
Grants & Contracts	$ 3,323,267
Member Assessments	756,513
Total Operating Revenues	$ 4,079,780
INTEREST REVENUE	527
TOTAL REVENUE	$ 4,080,307
DIRECT EXPENSES	
Salaries	$ 1,135,667
Expenses	1,561,124
TOTAL DIRECT EXPENSES	$ 2,696,791
INDIRECT EXPENSES	$ 1,592,556
TOTAL EXPENSES	$ 4,289,347
INCOME (LOSS) BEFORE TRANSFERS & OTHER INCOME	$ (209,040)
TRANSFERS IN (OUT)	
Fiduciary Transfers In	$ 257,500
Operating Transfers Out	–
Total Transfers In (Out)	$ 257,500
OTHER INCOME	9,890
NET INCOME (LOSS)	$ 58,350
FUND BALANCE – JUNE 30, 2003	$ 206,150
FUND BALANCE – JUNE 30, 2004	$ 264,500

* This year's audited financial statement shows MAPC data only. Please contact MAPC for the financial statements of affiliated entities for which MAPC serves as fiscal agent, such as the Central Transportation Planning Staff (CTPS) and MetroWest Growth Management Committee.

Population Density



It is common sense that people live closer together in the cities than in the suburbs, but historical data show that this divergence is increasing.

The region's cities and a handful of suburbs are using land more efficiently, while in most suburban municipalities people are spreading out. These maps show how many residents live on each acre of residential land and how that density has changed over time (interpreted from census data and aerial photographs taken in 1985 and 1999). Most cities in the urban core are building more housing on their very limited supply of available land, thereby increasing population per residential acre. In most suburban towns, however, houses are being built on larger and larger lots. In towns where most people used to live in compact neighborhoods around the town center, more people are living in spread-out subdivisions far from shops and services. In this way, the development of individual towns mirrors that of the region overall, which has experienced a population shift from high-density cities to spread-out suburbs.

Source: 2000 Census, 1990 Census, MassGIS Land use date layer

Metropolitan Area Planning Council
MAPC

January 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	*New Year's Day (observed)* 2	3	Inner Core Subregion 9:30 a.m. 4	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 5	6	7
8	Officers Meeting 10:00 a.m 9	10	NSPC Subregion 8:30 a.m. 11 Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	NSTF Subregion 8:30 a.m. 12 MAGIC Subregion 7:30 p.m	13	14
15	*Martin Luther King Day* 16	17	Executive Committee 11:30 a.m. 18 TRIC Subregion 4:00 p.m.	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 19 SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm	20	21
22	23	24	MetroWest Subregion 7:00 p.m. 25	26	27	28
29	30	31				

December 2005

S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

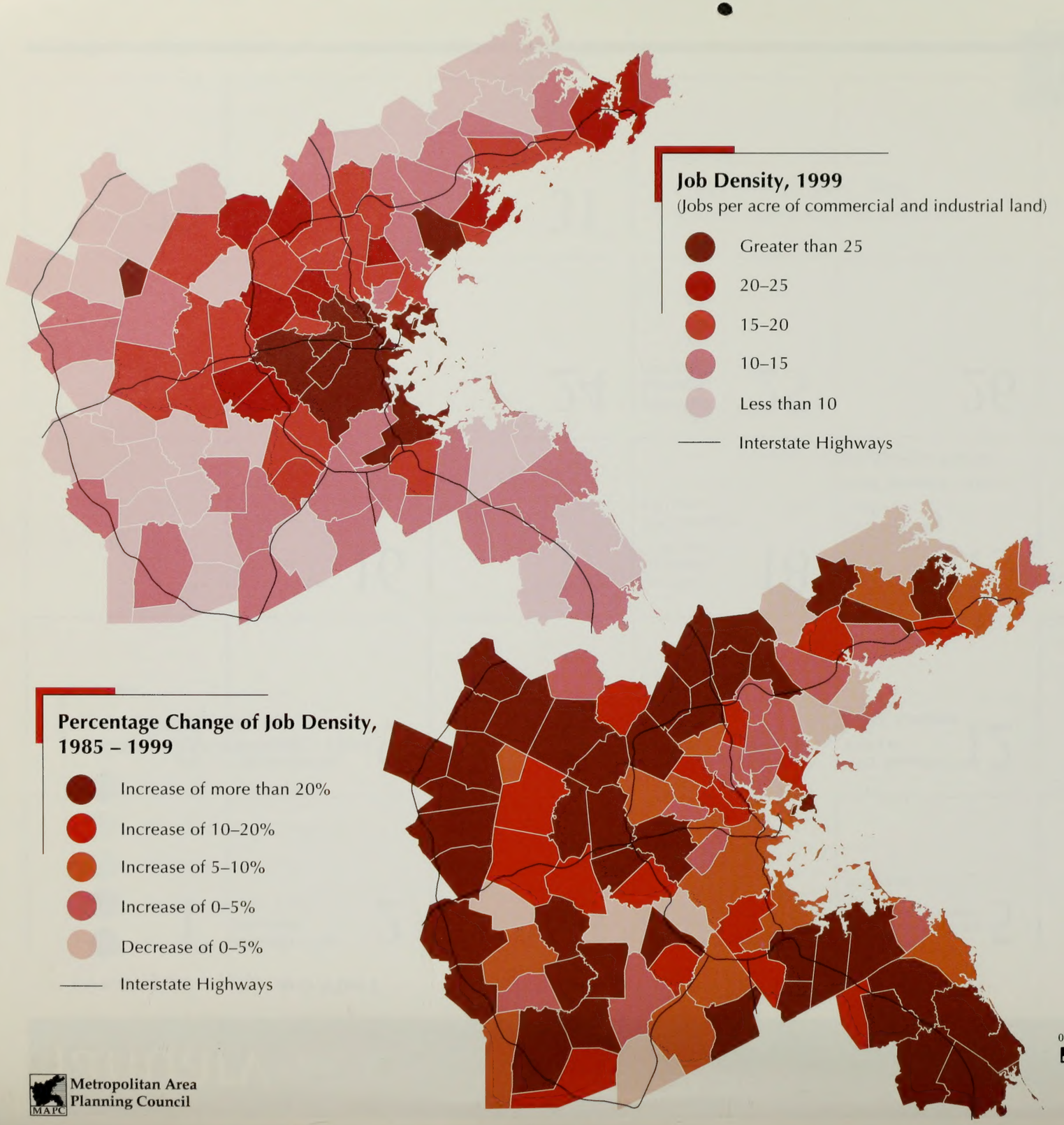
Please call ahead, 617-451-2770, to confirm meetings.

Job Density

Jobs, like residents, are concentrated in the area inside and along Route 128, with the highest job densities in Boston, Cambridge, Somerville, Brookline, Newton, Quincy, and Lynn.

Many cities and towns along Route 128 and I-90 support 10 – 20 jobs per acre of commercial and industrial land, or "working land," while outlying suburbs have relatively few jobs per acre of working land. This pattern is changing, however—in contrast to residential development patterns, suburban cities and towns are putting more jobs on each acre of working land. This pattern may be due to proactive planning, a shift to concentrated industrial parks, or a shift to high-density office developments.

A handful of suburban municipalities experienced decreases in job density, as well as two North Shore cities (Lynn and Salem), though both cities maintained a relatively high concentration of jobs compared to the region.



Metropolitan Area Planning Council

Source: Massachusetts Department of Employment and Training, MassGIS Land use date layer

February 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1 Inner Core Subregion 9:30 a.m.	2 Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m.	3	4
5	6 Officers Meeting 10:00 a.m.	7	8 NSPC Subregion 8:30 a.m. Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	9 NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m.	10	11
12	13	14	15 Executive Committee 11:30 a.m. TRIC Subregion 4:00 p.m.	16 Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm	17	18
19	20 *President's Day*	21	22 Winter Council Meeting (tentative)	23 MetroWest Subregion 7:00 p.m.	24	25
26	27	28				

January

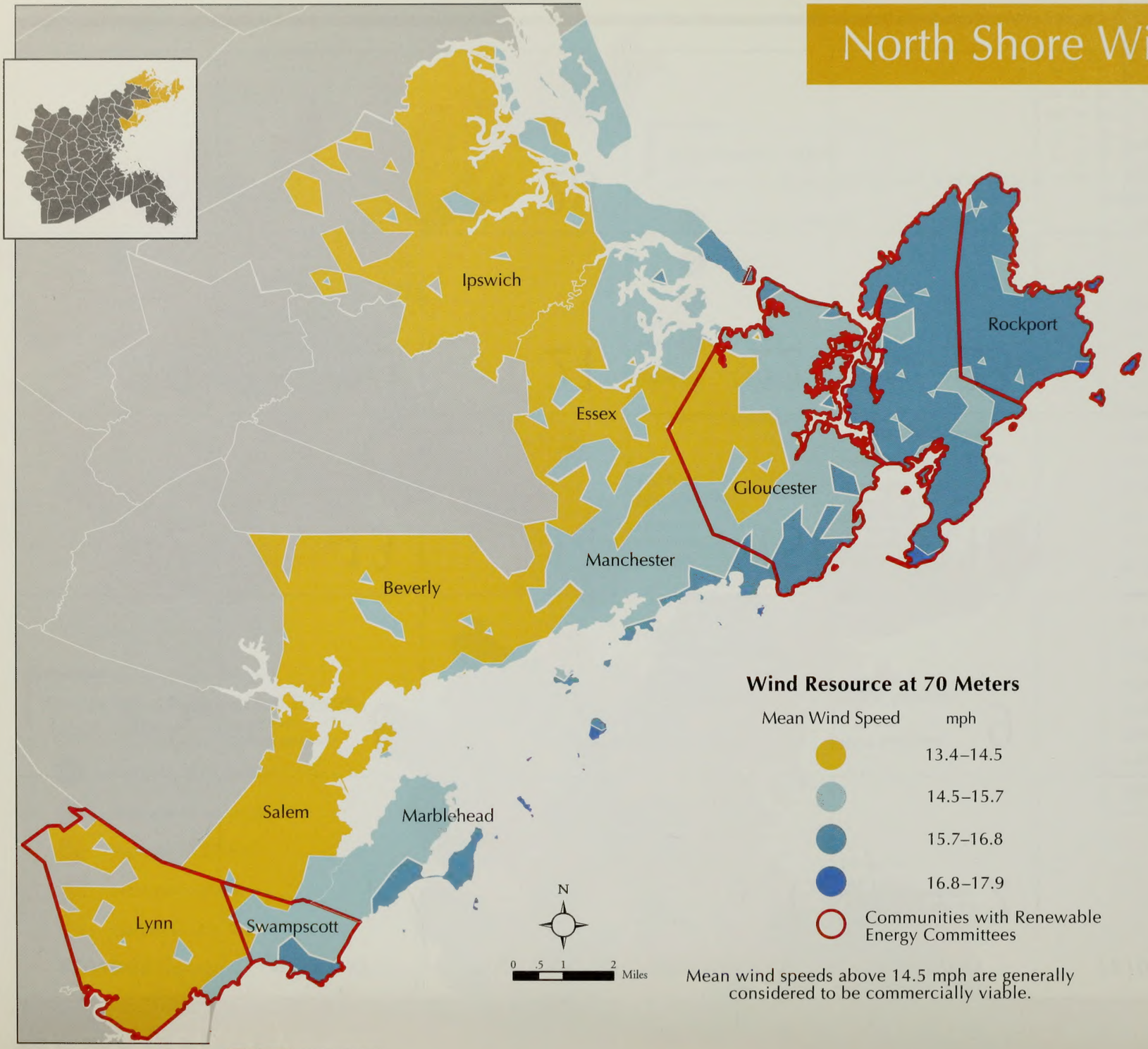
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

March

S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Please call ahead, 617-451-2770, to confirm meetings.

North Shore Wind Resources



Wind Resource at 70 Meters

Mean Wind Speed	mph
	13.4–14.5
	14.5–15.7
	15.7–16.8
	16.8–17.9
	Communities with Renewable Energy Committees

Mean wind speeds above 14.5 mph are generally considered to be commercially viable.

Massachusetts cities and towns are increasingly interested in wind power as a source of energy for meeting municipal power needs and as a possible source of revenue.

Using a grant from the Massachusetts Technology Collaborative, MAPC worked with ten coastal North Shore municipalities to study the feasibility of onshore wind turbines, with the goal of increasing public acceptability of these projects. The map identifies areas with average wind speeds great enough to support wind turbines. MAPC also identified those sites with other important prerequisites for onshore wind turbines: wind turbines should be located on municipally-owned land with good road access, preferably in a commercial or industrial zoning district near a municipal power user (such as a wastewater treatment plant) in order to minimize transmission costs. The presence of sensitive wetlands, Areas of Critical Environmental Concern, Priority Habitats, and scenic areas should also affect local siting decisions. Gloucester, Rockport, Swampscott, and Lynn have established Renewable Energy Committees to investigate potential wind projects in their communities.

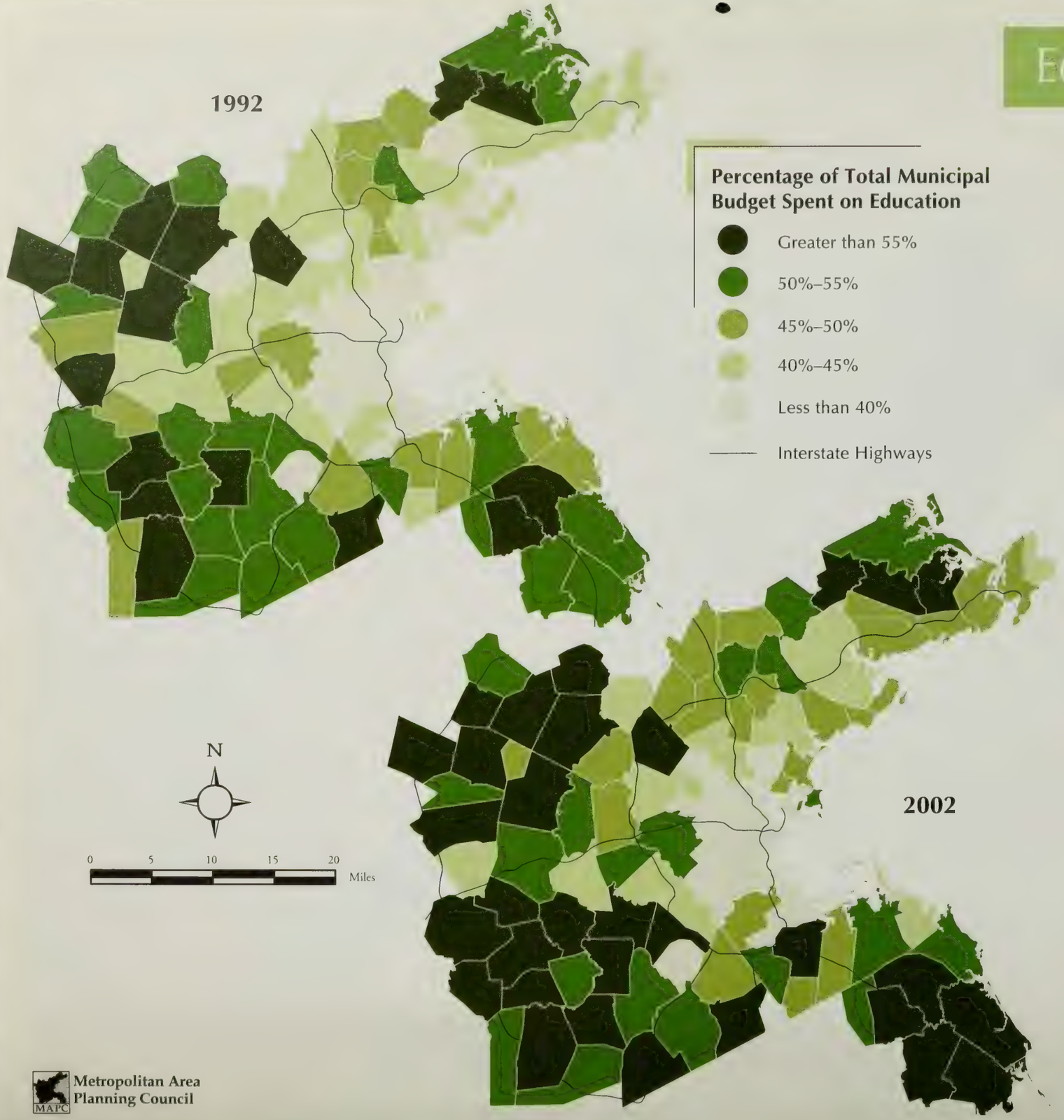
Metropolitan Area Planning Council
MAPC
MASSACHUSETTS TECHNOLOGY COLLABORATIVE
RENEWABLE ENERGY TRUST

March 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
February S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	April S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23/30 24 25 26 27 28 29		Inner Core Subregion 9:30 a.m. **1**	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. **2**	**3**	**4**
5	Officers Meeting 10:00 a.m. **6**	**7**	NSPC Subregion 8:30 a.m. Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m. **8**	NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m. **9**	**10**	**11**
12	**13**	**14**	Executive Committee 11:30 a.m. TRIC Subregion 4:00 p.m. **15**	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm **16**	*St. Patrick's Day* *Evacuation Day (Suffolk County* **17**	**18**
19	**20**	**21**	MetroWest Subregion 7:00 p.m. **22**	**23**	**24**	**25**
26	**27**	**28**	**29**	**30**	**31**	

Please call ahead, 617-451-2770, to confirm meetings.

Education Spending



Education is the largest single item within most municipal budgets, and in many cases, these costs are growing at twice the rate of the total budget.

Since the Education Reform Act of 1993, the state has dramatically increased funding for public schools through the distribution of Chapter 70 local aid. However, the state also mandates that a municipality receiving state aid spend a certain amount of its own municipal funds on education. Cities and towns unwilling to increase the overall municipal budget have redirected funding to education from other core municipal services such as libraries, public health, public works, planning, and emergency response, in order to meet their education spending obligations. The maps show that urban core communities, which have larger overall budgets than suburbs, tend to spend less than 40% of their budgets on education, while over 50 predominantly suburban municipalities are spending more than 50% of their budgets on education. The number of cities and towns that spent over 55% of their municipal budgets on education costs doubled from 1992 to 2002. The relationship between education funding, community services, taxes, and new housing has led to contentious debates about local priorities in both rapidly growing and stable communities.

Source: Massachusetts Department of Revenue

Metropolitan Area Planning Council
MAPC

April 2006

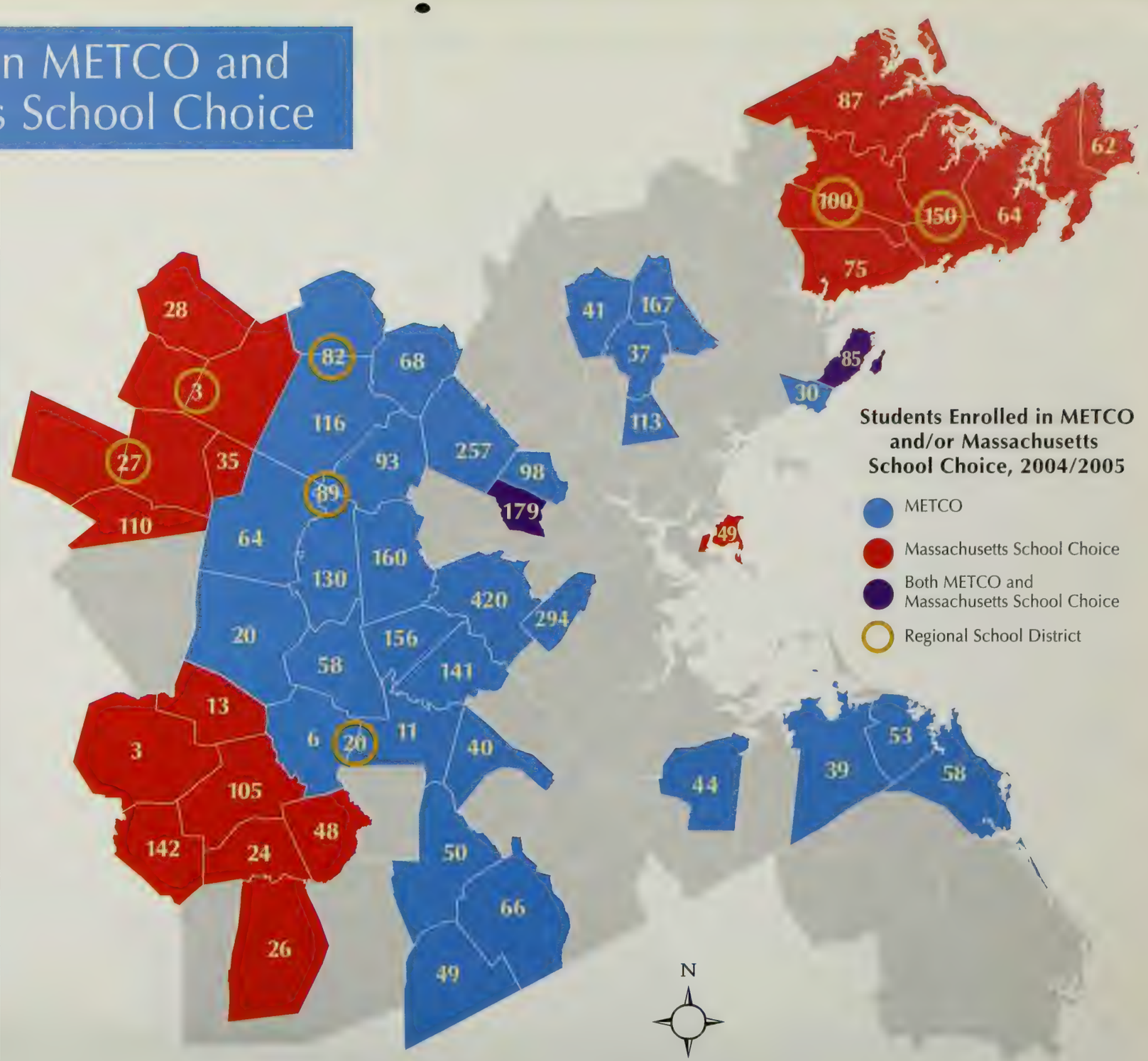
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
March S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	May S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31					1
2	Officers Meeting 10:00 a.m. 3	4	Inner Core Subregion 9:30 a.m. 5	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 6	7	8
9	10	11	NSPC Subregion 8:30 a.m. 12 Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	*First Day of Passover* 13 NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m.	14	15
16	17	18	Executive Committee 11:30 a.m. 19 TRIC Subregion 4:00 p.m.	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 20 SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm	21	22
23 30	24	25	26	MetroWest Subregion 7:00 p.m. 27	28	29

Please call ahead, 617-451-2770, to confirm meetings

Participation in METCO and Massachusetts School Choice

The Commonwealth has had to work to increase educational opportunities for all students.

Two voluntary public school programs, METCO and Massachusetts School Choice, provide opportunities for students to attend school in municipalities other than their own. The state-funded METCO program sends over 3,300 students of color from the Boston and Springfield districts to public schools in participating suburban districts. Currently 32 Boston metropolitan-area municipalities participate, with a waiting list of over 12,000 students. The Massachusetts School Choice Law allows parents in any community to send their children to a participating school district. The State transfers Chapter 70 aid from the "sending" to the "receiving" district in proportion to the number of students participating. The map shows that 25 cities and towns in metropolitan Boston currently accept School Choice students. Participation in METCO is more prevalent in municipalities closer to Boston, while inter-district school choice is more common in the outer parts of the region. Proponents of these programs assert that they enhance access, opportunity, and performance of participating students, while increasing diversity of receiving districts. Other education advocates are concerned that the School Choice program drains fiscal resources from the sending districts.



Students Enrolled in METCO and/or Massachusetts School Choice, 2004/2005

- METCO
- Massachusetts School Choice
- Both METCO and Massachusetts School Choice
- Regional School District

Source: Massachusetts Department of Education

Metropolitan Area Planning Council

May 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	Officers Meeting 10:00 a.m. 1	2	Inner Core Subregion 9:30 a.m. 3	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 4	5	6
7	8	9	NSPC Subregion 8:30 a.m. Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m. 10	NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m. 11	12	13
14	15	16	Executive Committee 11:30 a.m. TRIC Subregion 4:00 p.m. 17	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm 18	19	20
21	22	23	Annual Council Meeting (tentative) MetroWest Subregion 7:00 p.m. 24	25	26	27
28	*Memorial Day* 29	30	31			

S	M	T	W	TH	F	S
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23/30	24	25	26	27	28	29

June

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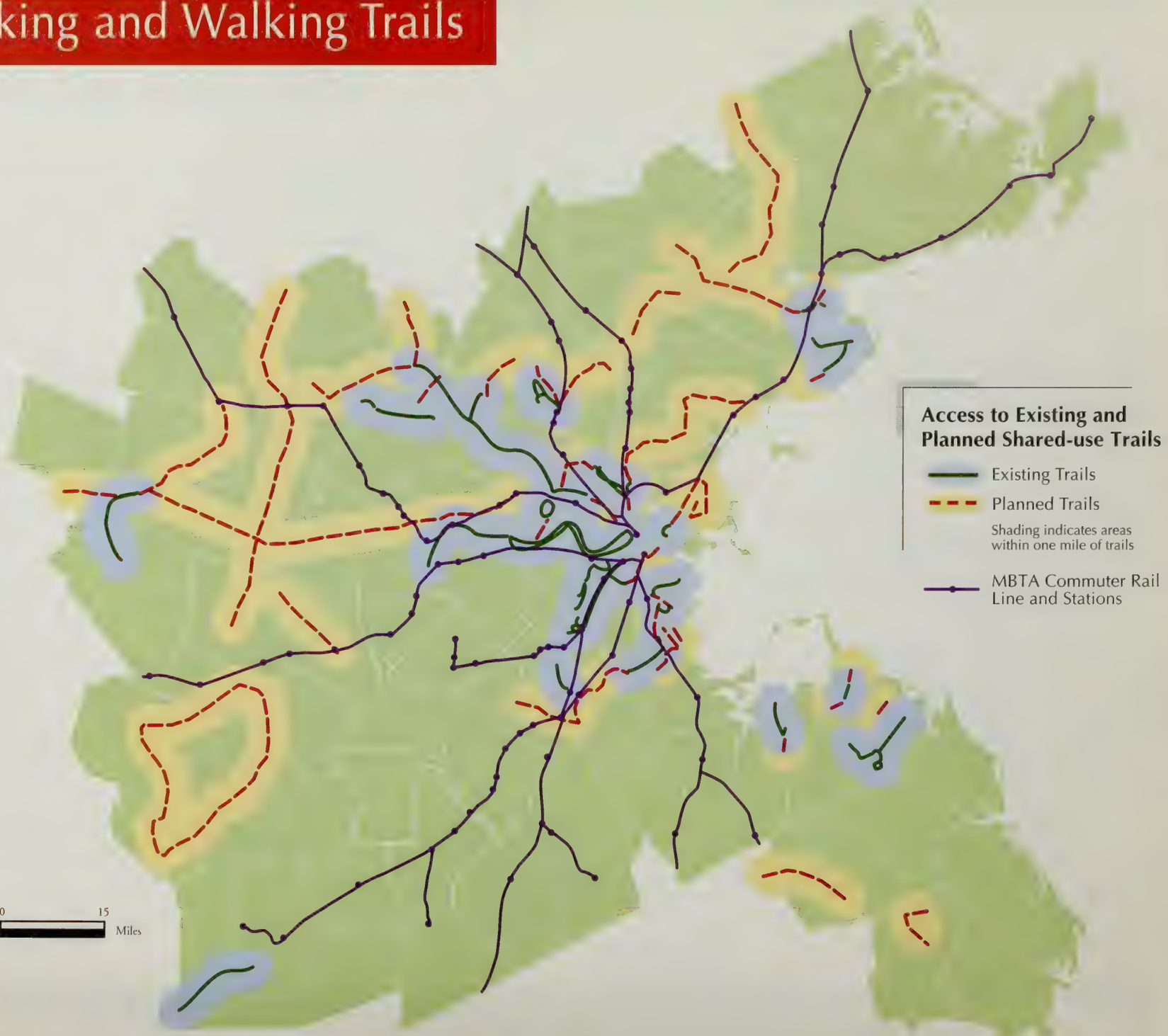
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Please call ahead, 617-451-2770, to confirm meetings.

Access to Biking and Walking Trails

Off-road biking and walking trails provide excellent opportunities for commuting, recreation, and exercise.

Trails also frequently provide connections to commuter rail and subway stations. With gas prices on the rise, many communities are looking to provide inexpensive alternative modes of transportation. Currently there are 87 miles of off-road bike trails in our region, and 31% of our residents live within 1 mile of them. Another 185 miles of trail are planned, and will provide access to the network for an additional 18% of the region's population.



Metropolitan Area Planning Council

Source: U.S. Census 2000, MassGIS, and MAPC

June 2006

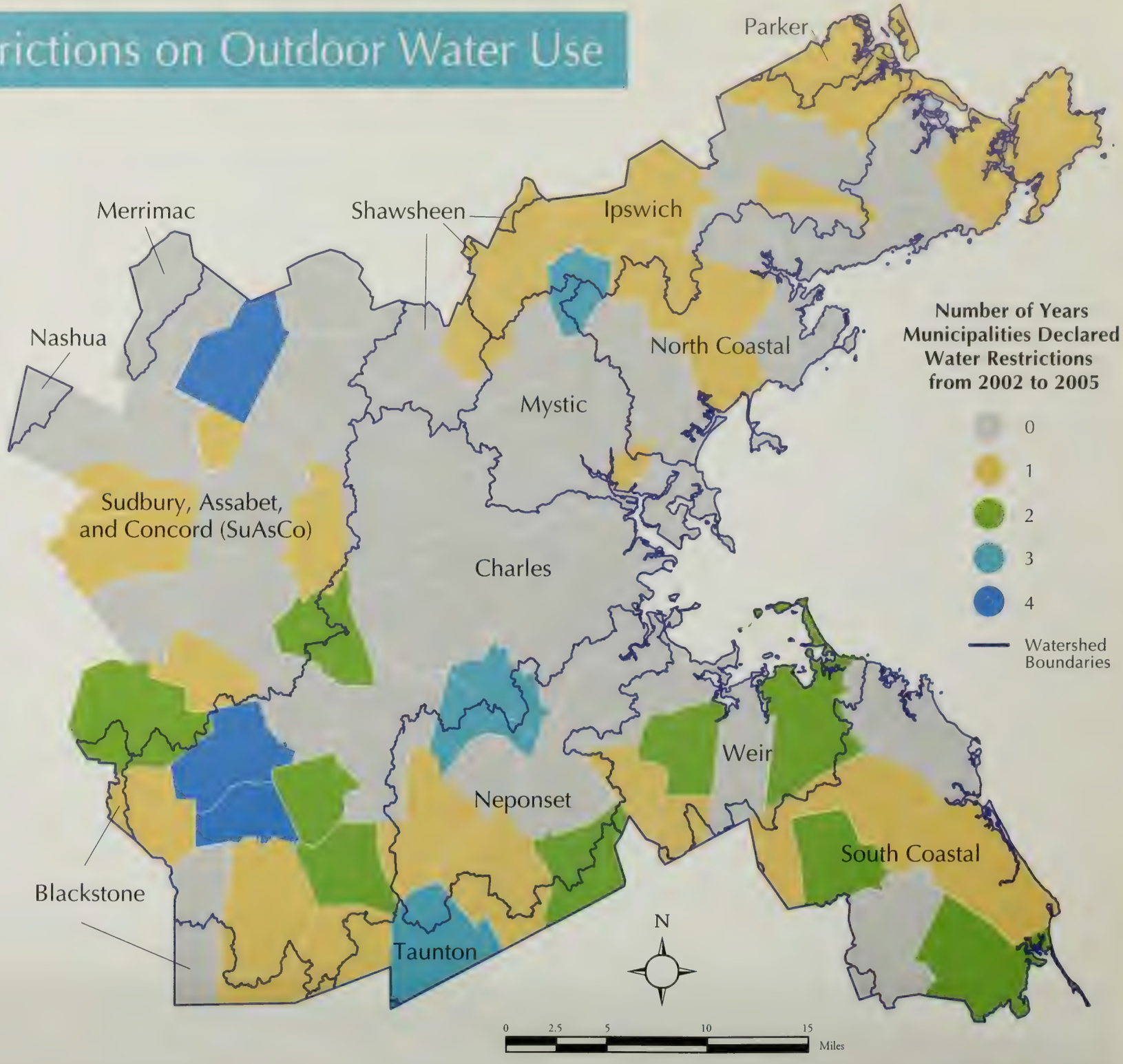
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
May S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	July S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23/30 24/31 25 26 27 28 29			Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. **1**	**2**	**3**
4	Officers Meeting 10:00 a.m. **5**	**6**	Inner Core Subregion 9:30 a.m. **7**	NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m. **8**	**9**	**10**
11	**12**	**13**	NSPC Subregion 8:30 a.m. Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m. **14**	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm **15**	*Bunker Hill Day* *(observed)* *(Suffolk County)* **16**	**17**
18	**19**	**20**	Executive Committee 11:30 a.m. TRIC Subregion 4:00 p.m. **21**	MetroWest Subregional Annual Meeting 7:00 p.m. **22**	**23**	**24**
25	**26**	**27**	**28**	**29**	**30**	

Please call ahead, 617-451-2770, to confirm meetings.

Summer Restrictions on Outdoor Water Use

All communities experience increased water demand in the summer months, mostly due to outdoor water use such as lawn watering, landscape irrigation, pools, and car washing.

However, the amount of summer water demand varies significantly by community and from year to year, depending on rainfall and weather conditions. This seasonal increase in water demand often stresses local water systems and the aquifers and water bodies that feed them. Communities often respond by imposing restrictions on outdoor water use. These restrictions range from voluntary to mandatory, and in the most extreme cases, total bans on outdoor water use are imposed. The map shows that over the last four years, the most severe water restrictions were declared in communities that rely on local water sources in the Ipswich, Charles, Neponset, Taunton, and South Coastal watersheds. While water restrictions are often unpopular, they are necessary to preserve water quality and ensure that rivers and streams do not dry up as a result of over-withdrawal. Native landscaping, rainwater storage, and "intelligent" irrigation systems are effective strategies to reduce summer water demand and lessen the stress on water bodies and infrastructure.



Metropolitan Area Planning Council

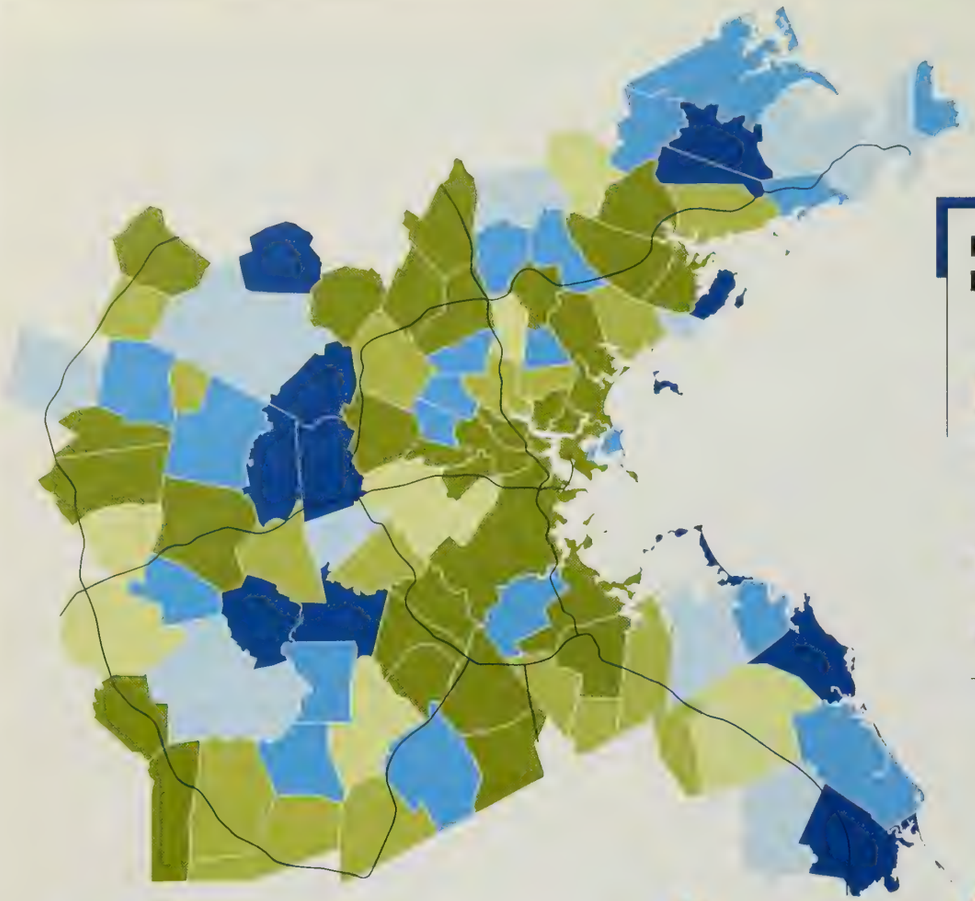
Source: Massachusetts Department of Environmental Protection

July 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
June S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	August S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31					1
2	Officers Meeting 10:00 a.m. 3	*Independence Day* 4	Inner Core Subregion 9:30 a.m. 5	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 6	7	8
9	10	11	NSPC Subregion 8:30 a.m. Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m. 12	NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m. 13	14	15
16	17	18	Executive Committee 11:30 a.m. TRIC Subregion 4:00 p.m. 19	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm 20	21	22
23 30	24 31	25	MetroWest Subregion 7:00 p.m. 26	27	28	29

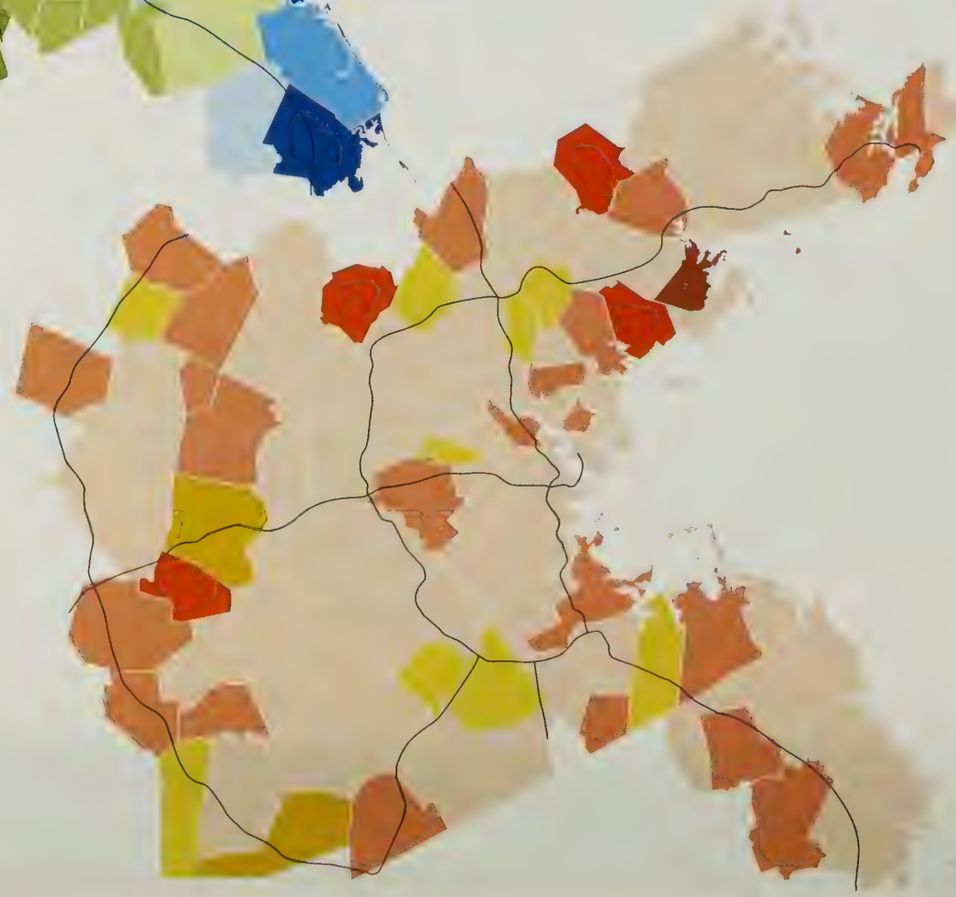
Please call ahead, 617-451-2770, to confirm meetings.

Residential Property Tax



Residential Property Tax As a Percentage of Total 2004 Tax Levy

- Greater than 95%
- 90%–95%
- 85%–90%
- 80%–85%
- 75%–80%
- Less than 75%
- Interstate Highways

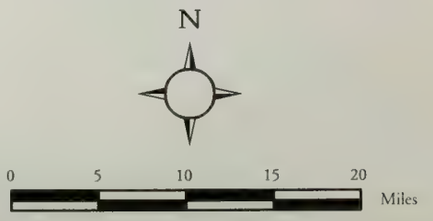


Change in Residential Tax Burden 1994–2002

- Increase of more than 20%
- Increase of 10–20%
- Increase of 5–10%
- Increase of 0–5%
- Decrease of 0–5%
- Decrease of more than 5%
- Interstate Highways

Local governments are limited in the ways they can raise revenues to fund municipal budgets.

Their primary source is the local property tax, though increases in the total property tax levy are limited by Proposition 2 1/2. In recent years, residential property values have sky-rocketed and commercial property values have fallen, leading to an increasing tax burden on local homeowners who are faced with escalating tax bills. The top map shows that one-third of all MAPC municipalities relied on residential property owners to pay 90% or more of their total property tax levy; most of these are relatively affluent towns with a small commercial base, such as Sherborn, Wayland, Hamilton, and Nahant. In contrast, the communities that rely on residents for less than 75% of the total tax levy include many inner core cities such as Salem, Boston, and Quincy; and suburban job centers such as Framingham, Wilmington, Burlington, and Canton. The lower map shows that the tax burden generally shifted to residents across the region from 1994 – 2002. Residents in 90 cities and towns shouldered a larger share of the tax burden, though the change was less than 5 percentage points. Only 11 municipalities shifted more of the burden to businesses. This pattern has fueled debates in communities about whether to adopt "classification," which allows businesses to be taxed at a higher rate than residences.



Source: Massachusetts Department of Revenue

Metropolitan Area Planning Council

August 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7 Officers Meeting 10:00 a.m.	8	9 Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	10	11	12
13	14	15	16 Executive Committee 11:30 a.m.	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

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16	17	18	19	20	21	22
23/30	24/31	25	26	27	28	29

September

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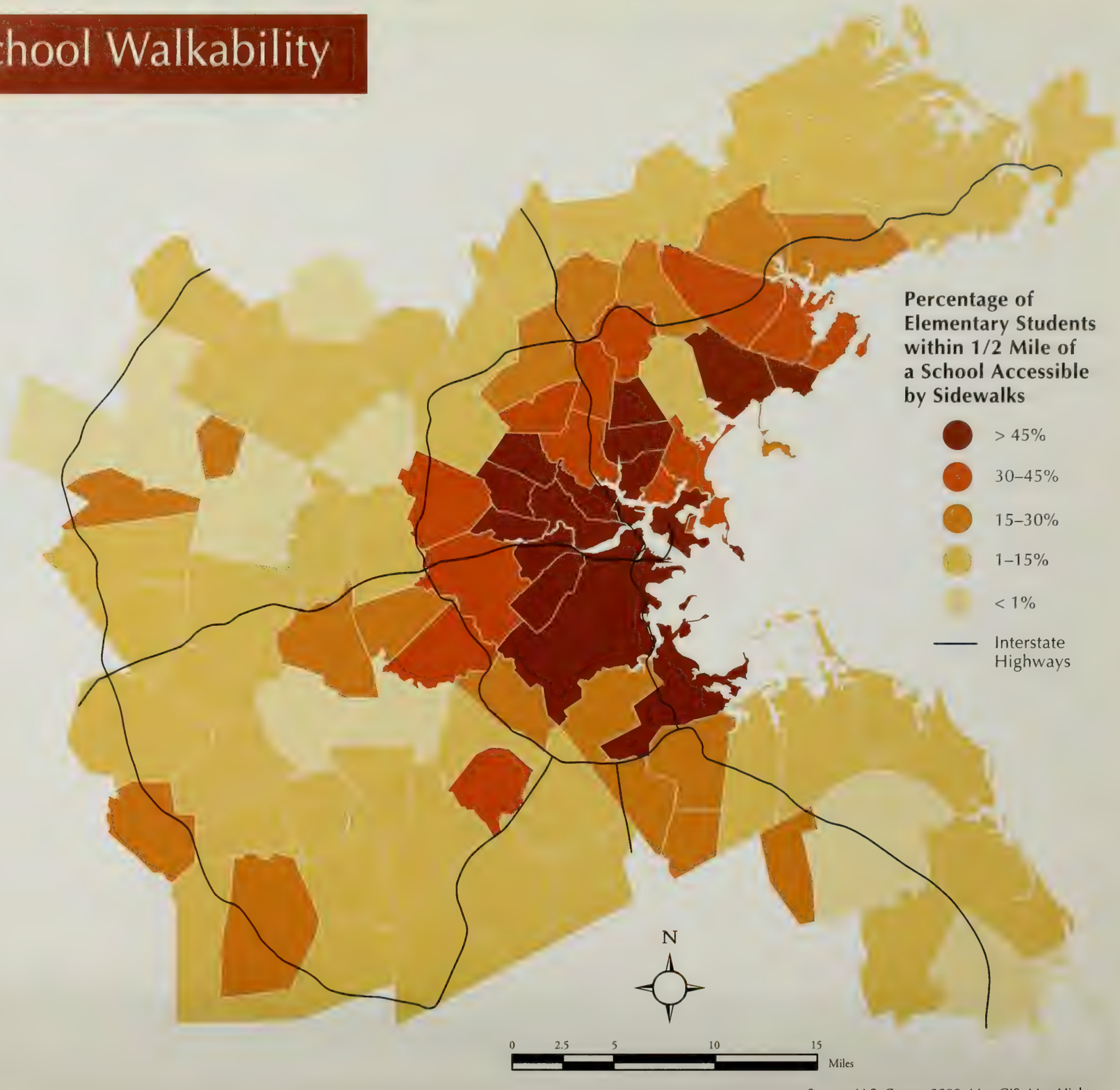
24	25	26	27	28	29	30

Please call ahead, 617-451-2770, to confirm meetings.

Elementary School Walkability

Walking or biking to school can provide valuable exercise for elementary schoolchildren, as long as there are sidewalks and a school nearby.

In many communities destinations are too spread out, and paths separate from roadways don't exist, so walking or biking is neither convenient nor safe. There are other reasons why students are driven to school, such as concerns about their safety, and student assignment plans that direct students to schools far from home. MAPC estimates that currently about 27% of all elementary school students in the region live within a half mile of an elementary school and can walk to that school on sidewalks. In most suburban towns only about 10% of students can walk to school, and in 11 towns less than 1% of students can walk to school. It is worth noting that outside of Route 128, those cities and towns with school walkability over 15% are older communities with compact neighborhoods surrounding a traditional downtown or town center, such as Franklin, Natick, Maynard, and Reading. In contrast, towns that have developed more recently are characterized by scattered, disconnected subdivisions and therefore have low school walkability.



Source: U.S. Census 2000, MassGIS, MassHighway

Metropolitan Area Planning Council

September 2006

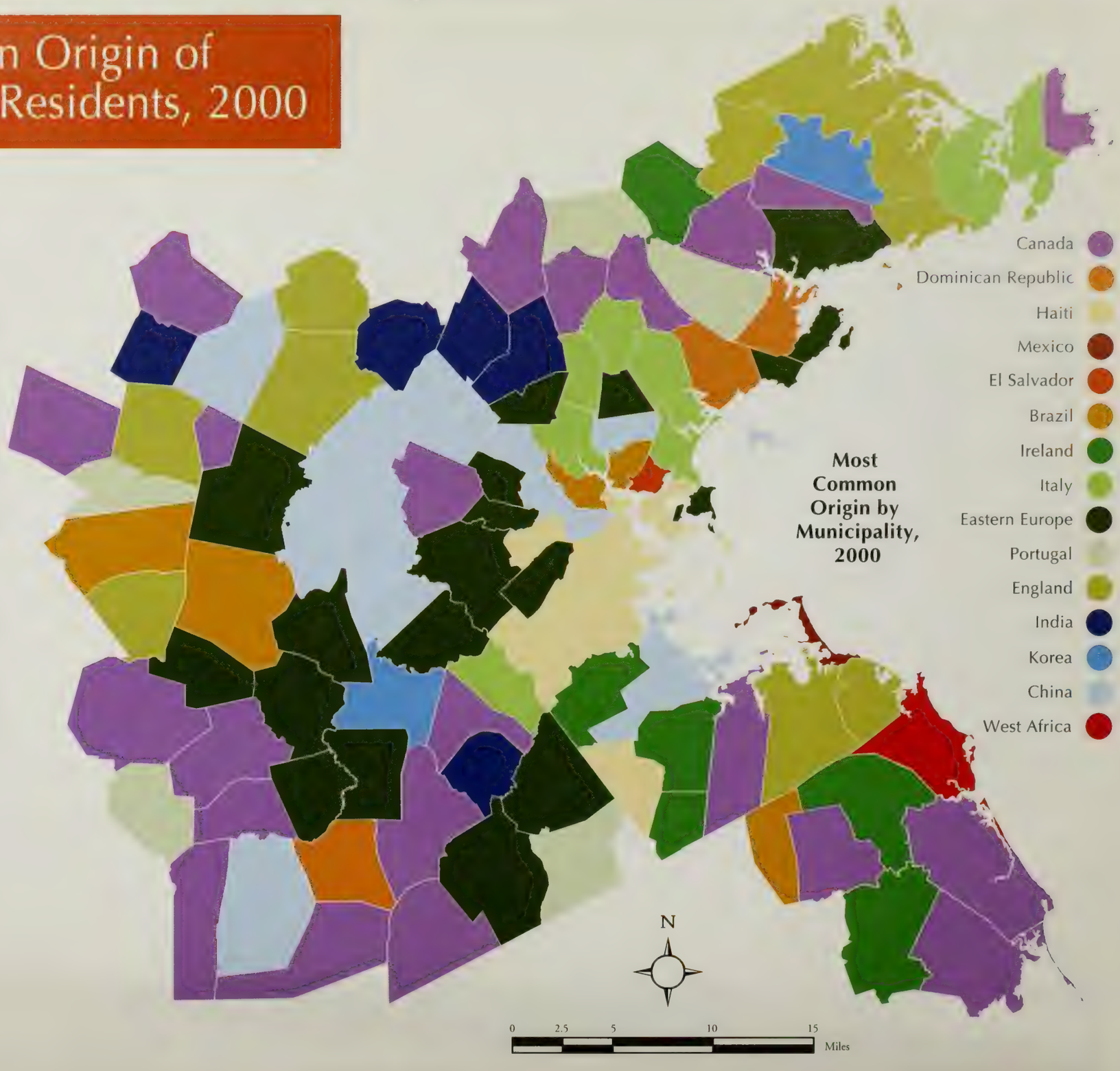
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
August S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	October S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31				1	2
3	*Labor Day* 4	5	Inner Core Subregion 9:30 a.m. 6	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 7	8	9
10	Officers Meeting 10:00 a.m. 11	12	NSPC Subregion 8:30 a.m. 13 Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	NSTF Subregion 8:30 a.m. 14 MAGIC Subregion 7:30 p.m.	15	16
17	18	19	Executive Committee 11:30 a.m. 20 TRIC Subregion 4:00 p.m.	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 21 SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm	22	*First Day of Rosh Hashanah* 23
24	25	26	27	MetroWest Subregion 7:00 p.m. 28	29	30

Please call ahead, 617-451-2770, to confirm meetings

Most Common Origin of Foreign-Born Residents, 2000

We live in an incredibly diverse region.

Individuals born outside of the United States constituted 16% of the region's population in the year 2000. The map indicates the top source of foreign-born immigrants for each municipality in the region. Fifteen regions or countries, from West Africa to Canada, are the top source of foreign-born immigrants. Canada, Eastern Europe, and China (including Hong Kong and Taiwan) are the countries that most commonly represent the top source of foreign-born immigrants. The three regions account for most of the foreign-born immigrants in 22, 19, and 12 municipalities, respectively. Communities where Chinese-born immigrants are most numerous tend to be clustered in the north-western portion of the Route 128 corridor. The cities and towns where Canadian-born immigrants are more prevalent are clustered on the outskirts of the region, while Haitian immigrants are most numerous only in Boston and Randolph.



Metropolitan Area Planning Council

Source: U.S. Census Bureau 2000

October 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	*Yom Kippur* 2	Officers Meeting 10:00 a.m. 3	Inner Core Subregion 9:30 a.m. 4	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 5	6	7
8	*Columbus Day* 9	10	NSPC Subregion 8:30 a.m. 11 Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	NSTF Subregion 8:30 a.m. 12 MAGIC Subregion 7:30 p.m.	13	14
15	16	17	Executive Committee 11:30 a.m. 18 TRIC Subregion 4:00 p.m.	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 19 SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm	20	21
22	23	24	MetroWest Subregion 7:00 p.m. 25	26	27	28
29	30	31				

September

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November

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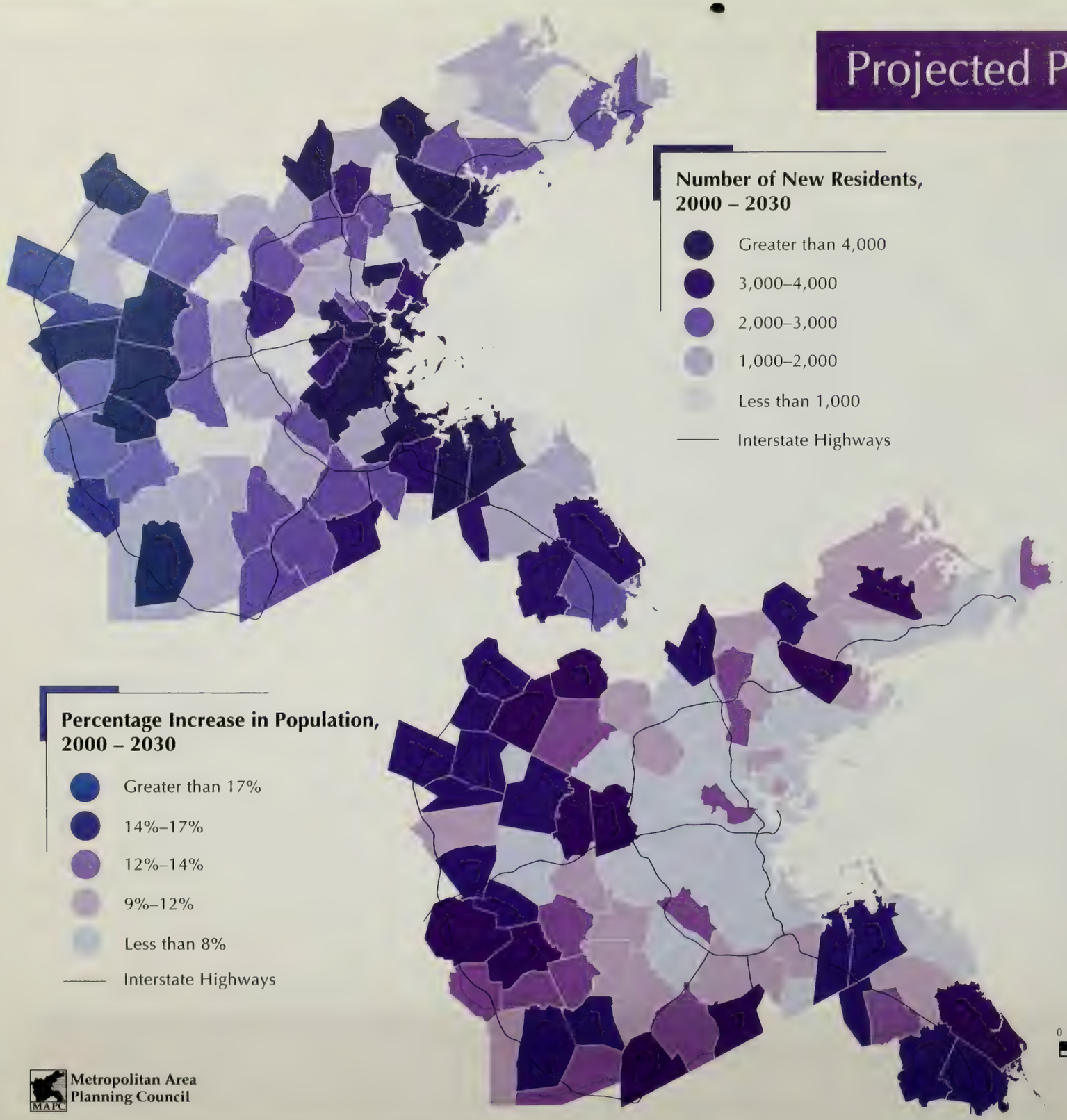
26	27	28	29	30		

Please call ahead, 617-451-2770, to confirm meetings.

Projected Population Growth



The Boston metropolitan region is projected to grow slowly over the next 25 years.

By 2030 the region's population will likely increase 9% from the 2000 population, approximately a third of the projected U.S. population growth rate for the same period (29%). Due to the expected continued decline in household size, the number of households is projected to increase 17% from 2000 to 2030. The region will also experience significant demographic shifts, including a relative decrease in all age groups under 55 and substantial increases in empty-nesters and elders as the baby-boomers age. Senior citizens constituted 22% of the population in 2000, but they are expected to comprise 34% of the region in 2030. Urban core cities and some regional cities will grow by at least 4,000 people each, but some small suburbs such as Pembroke, Bolton, and Middleton are also projected to gain more than 3,000 new residents. Meanwhile, less than 1,000 new residents are projected for some of the "built out" inner suburbs such as Newton and Melrose and very low density suburban communities such as Sherborn, Carlisle, and Essex. The lower map demonstrates that the largest percentage increases in population are expected in smaller communities outside of Route 128.

Source: U.S. Census Bureau 2000, MAPC

Metropolitan Area Planning Council

November 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			Inner Core Subregion 9:30 a.m. **1**	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. **2**	**3**	**4**
5	Officers Meeting 10:00 a.m. **6**	*Election Day* **7**	NSPC Subregion 8:30 a.m. Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m. **8**	NSTF Subregion 8:30 a.m. MAGIC Subregion 7:30 p.m. **9**	*Veteran's Day (observed)* **10**	**11**
12	**13**	**14**	Executive Committee 11:30 a.m. **15**	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm **16**	**17**	**18**
19	**20**	**21**	TRIC Subregion 4:00 p.m. **22**	*Thanksgiving Day* **23**	**24**	**25**
26	**27**	**28**	**29**	MetroWest Subregion 7:00 p.m. **30**		

October

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22	23	24	25	26	27	28
29	30	31				

December

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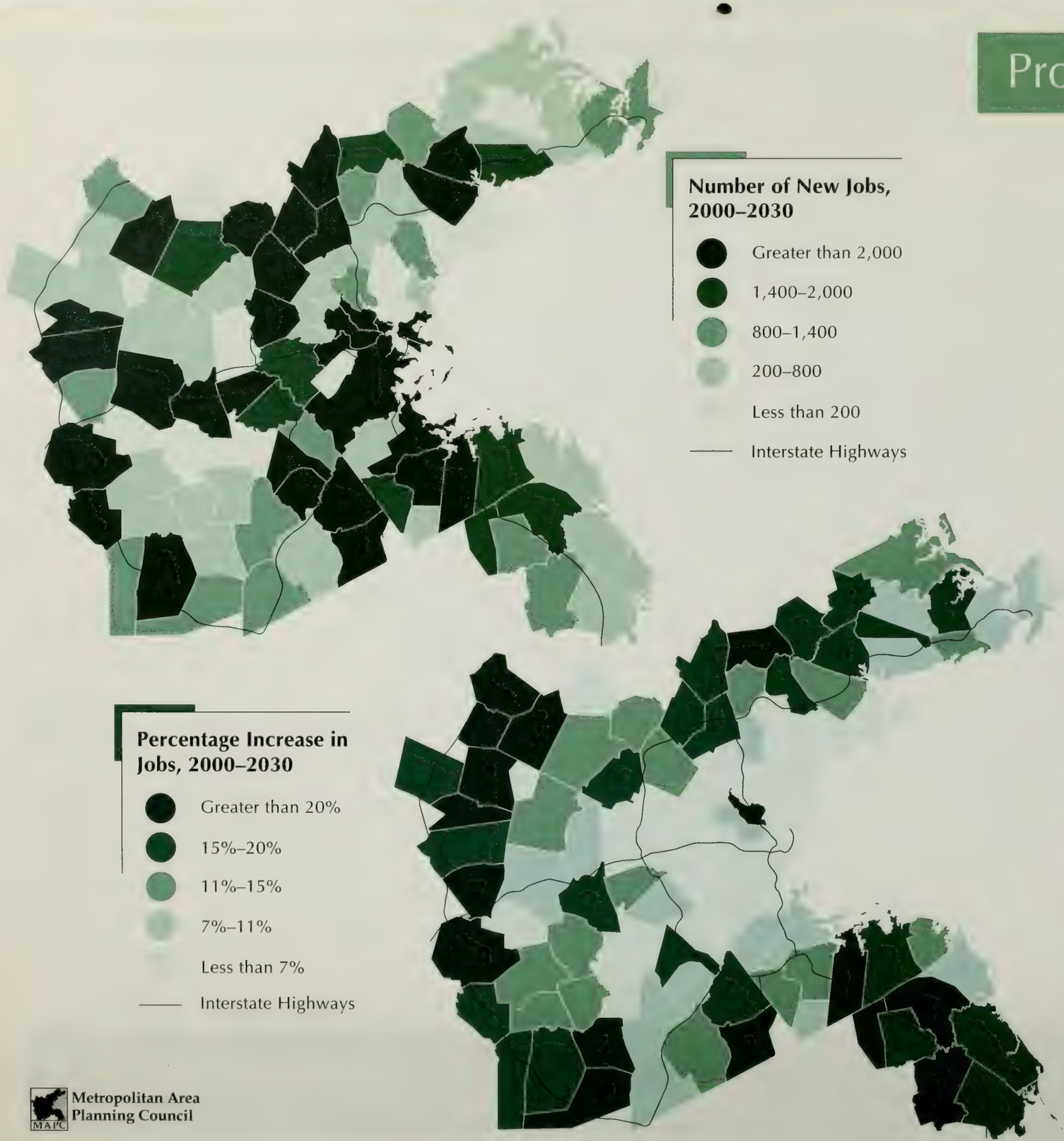
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

Please call ahead, 617-451-2770, to confirm meetings

Projected Job Growth



MAPC has projected that the region's jobs will grow approximately 4% from 2000-2010, about a quarter as fast as national job growth over the same period.

We anticipate that the number of jobs in Metropolitan Boston will grow even more slowly after 2010. Over the next 25 years, regional jobs will shift toward higher-skill levels, with a projected increase of roughly 150,000 jobs requiring a bachelor's degree or advanced degree. At the same time, the number of low-skill jobs will decline by about 60,000, but will still constitute over 50% of total jobs in 2030. Projections indicate that job growth will be distributed around the region, with heavy gainers in the Inner Core, along the North Shore and South Shore, and in the MetroWest subregion. As with population, the largest percentage gains are expected in outlying suburban communities.

Metropolitan Area Planning Council

Source: U.S. Census Bureau 2000, MAPC

December 2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
November S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	January 2007 S M T W TH F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31				1	2
3	Officers Meeting 10:00 a.m. 4	5	Inner Core Subregion 9:30 a.m. 6	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 7	8	9
10	11	12	NSPC Subregion 8:30 a.m. 13 Finance Committee 10:00 a.m. Legislative Committee 12:00 p.m.	NSTF Subregion 8:30 a.m. 14 MAGIC Subregion 7:30 p.m.	15	*First Day of Hanukkah* 16
17	18	19	Executive Committee 11:30 a.m. 20 TRIC Subregion 4:00 p.m.	Boston MPO Transportation Planning & Programming Committee (TPPC) 10:00 a.m. 21 SWAP Subregion 3:00 p.m. SSC Subregion 7:30 pm	22	23
24 31	*Christmas Day* 25	26	27	28	29	30

Please call ahead, 617-451-2770, to confirm meetings.

MAPC Program Highlights

Since its inception in 1963, the Metropolitan Area Planning Council (MAPC) has promoted inter-local cooperation around issues of shared concern. Today, we encourage communities to work together to promote "smart growth" through the practice of sustainable development – encouraging growth in areas where infrastructure already exists, while preserving open space and natural resources wherever and whenever possible.

Encouraging Smart Growth Across Municipal Boundaries

MAPC assists cities and towns with the detailed work of smart growth-oriented inter-municipal planning and local bylaw development. In 2005, we collaborated with the Old Colony Planning Council to evaluate the proposed Village Center Plan for the redevelopment of the **South Weymouth Naval Air Station**. This review helped to bring about approval of the plan and necessary zoning changes in Weymouth, Rockland and Abington. With funding from the state, MAPC is embarking on a planning effort with Hopkinton, Ashland and Southborough for the 900+ acre **Weston Nurseries** site. MAPC is also assisting a number of other communities in implementing smart growth zoning to revitalize their town centers and provide diverse housing options near train stations.

MAPC has worked with communities to address shared transportation challenges. In partnership with the Central Transportation Planning Staff and the Boston Metropolitan Planning Organization, we are conducting a study of the **Trapelo Road corridor** in Belmont, Lexington, and Waltham. The study aims to generate a preferred combination of future development and transportation improvements along the corridor, to meet local growth needs while managing traffic and other impacts. MAPC also facilitated a **North Shore working group** among Beverly, Danvers, Lynn, Peabody, and Salem to develop a traffic and event management plan for the influx of visitors there during the Halloween season.

In 2005, MAPC developed the **Massachusetts Low Impact Development (LID) Toolkit**, to promote innovative site design and stormwater management techniques that have been widely adopted nationwide but slow to catch on in Massachusetts. MAPC is promoting implementation of these techniques through workshops, technical assistance, and collaboration with the I-495/MetroWest Corridor Partnership. The Toolkit, consisting of both print publications and online resources, received the 2005 Outstanding Planning Project Award from the Massachusetts Chapter of the American Planning Association.

Collaboration to Address Shared Challenges

MAPC facilitates the **Metro Mayors Coalition**, an organization of 10 mayors and city managers in the urban core of metropolitan Boston, who are committed to finding regional solutions to common problems. In 2005, the group hosted a **Community Safety Summit** that drew more than 120 state, municipal, and community leaders to learn about effective strategies to deal with drug use and youth violence.

The mayors created the **Municipal Finance Task Force**, a group that MAPC convened to assess the state of municipal finances in Massachusetts. The task force released a series of recommendations, called **"Local Communities At Risk: Revisiting the Fiscal Partnership Between the Commonwealth and Cities and Towns."** The report analyzes municipal revenues, municipal expenditures, and state local aid over a 25-year period, and contains practical recommendations for improvements in state policies and local spending.

MAPC has been working for more than a year in the **public health and safety arena**. With funding from state and federal agencies, we have worked with several regional groups to prepare for public safety emergencies such as a natural disaster, terrorist attack, chemical spill, or the outbreak of an epidemic. We have procured proper response equipment, developed emergency response plans, and facilitated discussions across geographic boundaries and safety disciplines. MAPC's geographic information systems (GIS) staff developed data layers of critical facilities and basic mapping capabilities to enhance regional coordination in response to an incident.

Charting a Course to Regionwide Prosperity

Greater Boston benefits from a tremendous array of research, policy and advocacy institutions that produce a steady stream of reports on the region's economic performance and socio-economic challenges. Since MAPC is designated as the Economic Development District by the federal Economic Development Agency, we commissioned FutureWorks, Inc. to scan these various reports and analyses from the past three years, seeking to discover common findings and proposals. This report, called **"Insuring Greater Boston's Prosperity: Challenges to Regional Economic Competitiveness,"** is scheduled for release early in 2006.

On Beacon Hill

MAPC's new Strategic Plan calls for the agency to advocate for legislative changes that will foster inter-local cooperation and smart growth. In Spring 2005, MAPC released **"Positive Disposition: Crafting a Balanced Policy for the Sale of Surplus State Property."** The report recommends how Massachusetts can reform its policies for selling and reusing surplus state lands. It encourages an active role for local municipalities, including a "right of first refusal" to buy each parcel, and a "smart growth review" for all parcels beyond a certain size or value. Based on actions taken thus far by the House and Senate, we are hopeful that the Legislature will endorse a balanced policy that focuses on the best possible use for each individual parcel – whether that means housing production, economic development, or preservation of open space.

Other priorities on our agenda include: reform of the state's antiquated zoning laws; affordable housing production; reforms to the state Comprehensive Permit Law (Chapter 40B); an $11 million grant program to fund comprehensive, regional anti-gang strategies; and implementation of SAFETEA-LU, the federal government's new transportation funding law. With fellow members of the Massachusetts Smart Growth Alliance, MAPC has played an active role in advocating for the recapitalization of the Brownfields Redevelopment Fund, a comprehensive statewide program which has redeveloped contaminated and often vacant properties into housing and tax-generating commercial space.

Tools for Decision-Making

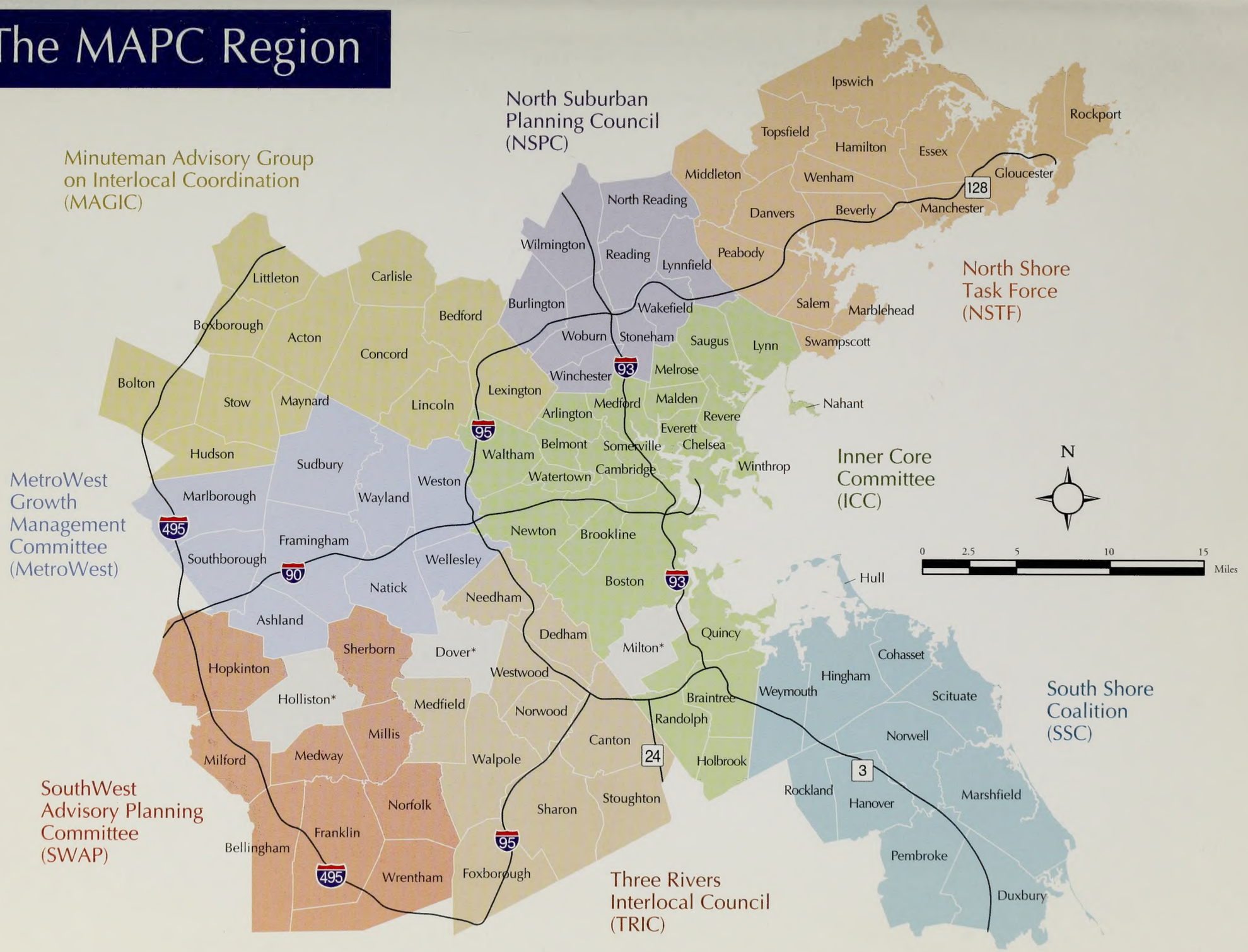
MAPC is committed to sharing information to enable all residents to be active participants in decision-making and problem-solving in their neighborhoods, communities and the region. Through a partnership with the Boston Indicators Project, MIT's Department of Urban Studies and Planning, and MassGIS, we are preparing to release the **MetroBoston Regional Data Repository (RDR)**. This tool will allow people to access and print out tabular and GIS data from multiple sources directly on the Internet. We hope direct access to such data will promote better and more informed regional planning and collaboration. MAPC also owns **wireless electronic keypads** and rents them to communities and organizations to make decision-making processes interactive and efficient.

Production Credits

Myounggu Kang and Holly St. Clair for project coordination and data analysis; Monique Beaujon, Allan Bishop, Tarin Comer and Wendy Ingram for mapping; and Marc Draisen, Judy Alland, Patrick Arthur, Amy Cotter, Steve Daly, Jim Gallagher, Andrea Hurwitz, Brad Kraushaar, Rachel Mercier, Amy Panek, Martin Pillsbury, Mark Racicot, Tim Reardon, and Heidi Samokar for additional input and editing; and Kate Canfield, Canfield Design, for graphic design.

All MAPC publications are available at www.mapc.org.

The MAPC Region



* Communities in more than one subregion: Holliston is in MetroWest and SWAP; Dover is in TRIC and SWAP; and Milton is in the Inner Core and TRIC.

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